

**WALLANGARRA INTERCHANGE
RAILWAY STATION,
QUEENSLAND**

PLAQUING OF WALLANGARRA INTERCHANGE RAILWAY STATION

FINAL REPORT

An Historic Engineering Marker (HEM) was unveiled by the President of The Institution of Engineers, Australia, Dr Martin Cole, at Wallangarra railway station on 23 October 2001 in the presence of the Premier of Queensland and Minister for Trade (the Hon. Peter Beattie), the Commonwealth Minister for Regional Services (Senator the Hon. Ian Macdonald) and some 500 distinguished guests. Attachment 1 is a photograph of the occasion which formed part of the climax of the 2001 Federal celebrations on the Southern Darling Downs in Queensland. Copies of the official programme are enclosed as Attachments 2 and 3.

The HEM is displayed in a prominent position on the main platform building of the station, matching a similar plaque unveiled by the Premier of Queensland at the ceremony and commemorating the opening of the railway station as The Wallangarra Heritage Centre. (Attachment 3). The wording on the plaque is attached as Attachment 4.

The Queensland Division was represented by the Senior Vice President (Ms Leeanne Bond), the Chairman and Secretary of the Queensland Engineering Heritage Panel (Mr Robin Black and Mr "Bill" Oliver"), and by members of the Panel. The text of the speech made by the President at the unveiling of the HEM is included in this report as Attachment 5.

The station, where Queensland's railway gauge of 1067mm (3ft 6in) meets New South Wales' railway gauge of 1435mm (4ft 8½in), is situated on the border between the two States and was originally opened in 1887. It is included on the Queensland Heritage Register as a place of heritage significance and a paper explaining the role and significance of the Wallangarra interchange station at, and subsequent to, Federation was presented on 8 October 2001 at the 11th National Conference on Engineering Heritage held in Canberra (Attachment 6).

The plaquing occasion figured prominently on local and State TV stations, and in the State and National newspapers. Copies of various articles are enclosed as Attachments 7, 8 and 9.

COMMENTS AND CONCLUSIONS

1. The unveiling of the plaque was the highlight of a meticulously planned occasion celebrating the Centenary of Federation on the Southern Darling Downs in Queensland.
2. There was a large attendance at the event with excellent media coverage.
3. Full credit for the organisation of the plaquing occasion should go to the Event Director and Managing Director of The Border Highlands Rail Company (Institution Member Mr Tom Knobel) who ensured that The Institution of Engineers, Australia played a prominent part in the celebrations.
4. The successful submission for an HEM for Wallangarra Railway Station was prepared jointly by Mr Tom Knobel and Professor Emeritus Ray Whitmore (Hon. Fellow of the Institution).

T. Knobel
R.L. Whitmore

CIRCULATION

Library, The Institution of Engineers, Australia (2 Copies)

National office file (1 copy)

Heritage Panel, Queensland Division, The Institution of Engineers, Australia (1 Copy)

Managing Director, Border Highlands Railway Company (1 Copy)

10 December 2001

ATTACHMENT 1

UNVEILING THE PLAQUE

(From left to right)

The Hon. Peter Beattie, M.P., Premier of Queensland and Minister for Trade
Dr Martin Cole, National President, The Institution of Engineers, Australia
Senator The Hon. Ian Macdonald, Commonwealth Minister for Regional Services
Mr Tom Knobel, Managing Director of The Border Highlands Rail Company



ATTACHMENT 2

OFFICIAL PROGRAMME



Dignitaries in Attendance

The Hon Peter Beattie MP, Premier of Queensland and Minister for Trade
The Hon Paul de Jersey AC, Chief Justice of Queensland
Senator the Hon Ian Macdonald, Commonwealth Minister for Regional Services,
Territories and Local Government

The Hon Bruce Scott MP, Commonwealth Minister for Veteran's Affairs

The Hon Carl Scully MP, NSW Minister for Transport and Roads

Mr Laurence Springborg MP, Member for Southern Downs

Cr Adrian Finley, Mayor Stanthorpe Shire Council

Cr Lucy Sullivan, Mayor Tenterfield Shire Council

The Most Reverend John Bathurst, Archbishop of Brisbane

Mr Bob Scheuber, Chief Executive of QR

Mr Tom Knobel, Event Director and Managing Director of the Border Highlands Rail Company

Dr Martin Cole, National President, Institution of Engineers, Australia

Mr Gerard Batti, Director Border Survey Centenary of Federation Project

Mrs Perdita O'Connor, Manager The Stanthorpe Border Post representing APN Newspapers



The Sir Henry Parkes Re-enactment Official Ceremonial event has been organised to commemorate the journey of Sir Henry Parkes. The "Father of Federation" travelled this line from Brisbane, Toowoomba, Warwick and Stanthorpe, then on to the historic break of gauge railway station at Wallangarra. Changing trains here, he ultimately changed history, as he continued on to Tenterfield to make his famous Federation Speech in October 1889 stating "One People. One Destiny", thus securing his place in the story of the Federation of Australia.



The Official Sir Henry Parkes Re-enactment Programme has been designed in keeping with the original 1901 Official Inaugural Federation Programme.

TUESDAY 23 OCTOBER 2001



Sir Henry Parkes Re-enactment

& OFFICIAL CEREMONIAL EVENT



Queensland
Government



Centenary of Federation
Queensland
Community Criticism



Boarding of the Federation Steam Train.

The Federation Steam Train departs Stanthorpe Railway Station.

8:45am
9:00am
10:45am
Federation Steam Train arrives at Wallangarra Railway Station. Official Guests & dignitaries are requested to move to off the Railway Station seating, via the southern pedestrian crossing, in preparation for the Official Ceremonial Event.

Sir Henry Parkes Re-enactment

& OFFICIAL CEREMONIAL EVENT

TUESDAY 23 OCTOBER 2001

11:00am
Queensland Mounted Police, Australia's Federation Guard & Queensland Police Pipe Band march through Wallangarra to the Wallangarra Railway Station.

11:12am
The Hon Peter Beattie MP, Premier of Queensland and Minister for Trade to receive the General Salute from the Federation Guard. The Hon Paul de Jersey AC, Chief Justice representing the Governor to receive the Royal Salute from the Federation Guard.

11:15am
Sir Henry Parkes Re-enactment by Jack Drake and members of the Stanthorpe Little Theatre group.

11:25am
Wallangarra & Jennings School Choir performs "The Wallangarra Station" song accompanied by Angus Woodhead – the author of this song.

11:30am
Speech by Cr Adrian Finlay, Mayor of Stanthorpe.

11:33am
Speech by the Hon Carl Scully MP, NSW Minister for Transport and Roads, representing the Premier of NSW.

11:37am
Speech by Senator the Hon Ian Macdonald, Commonwealth Minister for Regional Services, Territories & Local Government representing the Prime Minister.
11:40am
Speech by the Premier of Queensland.

11:45am
The unveiling of the Wallangarra Railway Station Plaque by the Hon Peter Beattie MP, Premier of Queensland and Minister for Trade, the Hon Bruce Scott MP, the Commonwealth Minister for Veteran's Affairs accompanied by Mr Bob Scheuber, Chief Executive QR and Mr Tom Knobel, Managing Director of the Border Highlands Rail Co.

11:47am
The unveiling of the Historic Survey Marker by the Hon Peter Beattie MP, Premier of Queensland and Minister for Trade, accompanied by the Hon Carl Scully MP, the NSW Minister for Transport & Roads, Cr Adrian Finlay, Mayor Stanthorpe Shire Council, Cr Lucy Sullivan, Mayor Tenterfield Shire Council, and Mr Gerard Batt, Director Border Survey Centenary of Federation Project.

11:50am

The placing of material into the Time Capsule by the Hon Peter Beattie MP, Premier of Queensland and Minister for Trade, assisted by Cr Adrian Finlay, Mayor Stanthorpe Shire Council, Mrs Perdita O'Connor, Manager of the Stanthorpe Border Post and Mr Tom Knobel, Managing Director of the Border Highlands Rail Co.

11:59am

All upstanding for the Flag Raising Ceremony & the singing of the National Anthem by John Callaghan.

12:00noon

FIII flyover.

"Wallangarra -Train Town" song - written & performed by John Callaghan.

12:06pm

Speech by Dr Martin Cole, the National President of the Institution of Engineers, Australia.

The unveiling of the Historic Marker Plaque by Dr Martin Cole, National President of the Institution of Engineers Australia, the Hon Peter Beattie MP, Premier of Queensland and Minister for Trade, Senator the Hon Ian Macdonald, the Commonwealth Minister for Regional Services accompanied by Mr Bob Scheuber Chief Executive QR and Mr Tom Knobel, Managing Director of the Border Highlands Rail Co.

12:10pm

The Blessing of the Wallangarra Station & Rail Precincts by the Most Reverend John Bathersby, Archbishop of Brisbane.

12:15pm

Address by the Chief Justice of Queensland.

The Chief Justice of Queensland receives the Royal Salute from the Federation Guard.

The Premier of Queensland receives the General Salute from the Federation Guard.

12:18pm

The Queensland Pipe Band & Australia's Federation Guard march off.

12:20pm

Official Guests are invited to inspect the newly refurbished Wallangarra Railway Station.

12:45pm

Official Guests are invited to the Wallangarra School of Arts Hall for a light luncheon catered for by the Wallangarra CWA Ladies.

2:15pm

Boarding of the Federation Steam Train.

2:30pm

The Federation Steam Train departs Wallangarra Railway Station.

4:00pm

The Federation Steam Train arrives at the Stanthorpe Railway Station.



ATTACHMENT 3

OFFICIAL PROGRAMME (Summary)

AND

WALLANGARRA HERITAGE CENTRE



TUESDAY 23 OCTOBER 2001

Sir Henry Parkes Re-enactment
& OFFICIAL CEREMONIAL EVENT

- 10:45am Federation Steam Train arrives at Wallangarra Railway Station with Official Guests & Dignitaries.
- 11:00am Queensland Mounted Police, Australia's Federation Guard & Queensland Police Pipe Band march through Wallangarra to the Wallangarra Railway Station.
- 11:12am The Hon Peter Beattie MP, Premier of Queensland and Minister for Trade to receive the General Salute from the Federation Guard. The Hon Paul de Jersey AC, Chief Justice of Queensland, representing the Governor, to receive the Royal Salute from the Federation Guard.
- 11:15am Sir Henry Parkes Re-enactment by Jack Drake & members of the Stanthorpe Little Theatre group.
- 11:25am Wallangarra & Jennings School Choir performs "The Wallangarra Station" song accompanied by Angus Woodhead - the author of this song.
- 11:30am Speech by Cr Adrian Finlay, Mayor of Stanthorpe.



ICP CRAFTPRESS 07 4681 1622



JOURNEYS & JUNCTIONS
Wallangarra Heritage Centre



WALLANGARRA
HERITAGE CENTRE
ROCKWELL STREET
WALLANGARRA
QUEENSLAND

STANTHORPE SHIRE COUNCIL
61 Marsh Street or PO Box 402
Stanthorpe QLD 4380

Phone: 07 4681 5500
Fax: 07 4681 5581
c/o Economic Development Unit
email: heritage.centre@granitenet.net.au



JOURNEYS & JUNCTIONS
Wallangarra Heritage Centre

travelling in the tracks of time...



WALLANGARRA
HERITAGE CENTRE
ROCKWELL STREET
WALLANGARRA
QUEENSLAND



- 11:33am Speech by the Hon Carl Scully MP, NSW Minister for Transport and Roads, representing the Premier of NSW.
- 11:37am Speech by Senator the Hon Ian Macdonald, the Commonwealth Minister for Regional Services, Territories & Local Government, representing the Prime Minister.
- 11:40am Speech by the Premier of Queensland.
- 11:45am The unveiling of the Wallangarra Railway Station Plaque.
- 11:47am The unveiling of the Historic Survey Marker.
- 11:50am The placing of material into the Time Capsule.
- 11:59am All upstanding for the Flag raising Ceremony & the singing of the National Anthem by John Callaghan.
- 12:00noon F111 flyover.
"Wallangarra - Train Town" song - written & performed by John Callaghan.
- 12:06pm Speech by Dr Martin Cole, the National President of the Institution of Engineers, Australia. The unveiling of the Historic Marker Plaque.
- 12:10pm The Blessing of the Wallangarra Station & Rail Precincts by the Most Reverend John Bathersby, Archbishop of Brisbane.
- 12:15pm Address by the Chief Justice of Queensland.
The Chief Justice of Queensland receives the Royal Salute from the Federation Guard. The Premier of Queensland receives the General Salute from the Federation Guard.
- 12:18pm The Queensland Pipe Band & Australia's Federation Guard march off.
- 12:20pm Official Ceremony concludes.



The WALLANGARRA HERITAGE CENTRE is located at the historic "break-of-gauge" Wallangarra Railway Station precinct and brings together the historical development and cultural heritage values of Wallangarra and Jennings in ways that make a statement about the nature and spirit of these border twin-towns.



FROM 1887 TO 1930...

Wallangarra/Jennings was the most important border crossing between Queensland and New South Wales. This historic railway station and surrounding land is unique and significant in Queensland history and the establishment of the Federation of Australia... In 1889 Sir Henry Parkes, "the Father of Federation", transhipped on his way to Tenterfield to make his famous Federation Oration.

The Wallangarra Railway Station boasts a most unusual architectural feature in its platform awnings. The western side is bull-nosed and built to Queensland design, while the eastern side has a flat skillion section built to New South Wales designs. Other differences include...

FEATURES	QUEENSLAND	NEW SOUTH WALES
Rail gauge	3'6"	4'8½"
Platform width	4.67m	5.87m
Platform height	0.85m	1m
Column	Fine foliage	Less fine foliage
Wrought Iron	in conjunction with decorative timber	matching building brackets



Take a journey of discovery through 140 years of history - with emphasis in particular, on three themes...

BORDERS & BOUNDARIES

When Wallangarra was a symbol of differences generated by colonial rivalry.

BOOM OR BUST

When Wallangarra and its people survived the adversities of the Great Depression, ready for the growth that World War II brought to the community.

WALLANGARRA AT WAR

When Wallangarra became a critical place of national importance during WWII, bringing changes to Wallangarra's landscape and lifestyle. Visitors can hear firsthand on a railway telephone of the stories of Wallangarra's railway men during these crucial times.

travelling in the tracks of time...

The Centre's Journeys & Junctions display offers visitors a stimulating and entertaining portrayal of the Wallangarra /Jennings community spanning over 140 years through displayed and interpreted artefacts, photographs, written and oral historical accounts and illustrated timelines.



ATTACHMENT 4

THE WORDING ON THE PLAQUE

LOGO

HISTORIC ENGINEERING MARKER

Wallangarra Railway Station

This interchange was opened in 1887 to link the different railway gauges adopted by Queensland and NSW. The Chief Engineers of the respective railway systems were Henry Stanley and John Witton. Queensland narrow-gauge trains used the western side of the station and NSW standard-gauge trains the eastern. The passenger station is in Wallangarra Qld. and the goods facilities (now demolished) were in Jennings NSW. The value of the interchange declined with the opening of a standard-gauge link through Kyogle in 1930.

Dedicated by
The Institution of Engineers, Australia,
Queensland Rail and the
Border Highlands Rail Company Pty Ltd
2001 - The Centenary of Federation

ATTACHMENT 5

THE ADDRESS BY THE PRESIDENT

**SPEECH NOTES FOR THE DEDICATION
OF AN HISTORIC ENGINEERING MARKER
AT WALLANGARRA RAILWAY STATION
BY MARTIN COLE,
NATIONAL PRESIDENT OF THE INSTITUTION OF ENGINEERS,
AUSTRALIA
23RD OCTOBER 2001**

Premier Beattie, distinguished guests, ladies and gentlemen,

The Institution of Engineers, Australia, recognises significant engineering works by awarding plaques. Today I am honoured to award a Historic Engineering Marker plaque to Wallangarra Railway Station.

In 2001 our enthusiastic and influential Special Interest Group, Engineering Heritage Australia, chose significant engineering works to illustrate the contribution of engineers to Federation. *Significant* doesn't mean that a work is a great engineering achievement (although that helps). A relatively routine or modest engineering work like Wallangarra Railway Station can have great social significance. The commitment of engineers to act in the interest of the community is fundamental to the ethical values of our profession.

This year we have focussed our Plaquing Program on ten works which relate in some way to the Federation of the Australian Nation. I will mention them briefly.

There are two bridges. The John Foord truss bridge which links New South Wales and Victoria at Corowa, a venue for one of the pre-federation Conventions, and the Hawkesbury Railway Bridge that allowed rail travel from central South Australia 4000km to south west Queensland. Sir Henry Parkes, in his famous "Tenterfield Speech", used the Hawkesbury bridge as a symbol of unification.

There are two mining areas, Broken Hill and Kalgoorlie that brought great wealth to Australia and great advances in minerals processing and mining engineering from Australia to the world.

There are two East-West links, both across the inhospitable Nullabor. The East-West Telegraph was the last gap in Australia's nineteenth century telecommunications, and the Trans Australian Railway the penultimate gap in Australia's railway system.

There are two Canberra works. The Trees of Canberra Avenue planted by engineers in 1926 to help soften the degraded sheep paddocks, and the Lake Burley Griffin Scheme, whose engineered lake, dam, and bridges have created such a marvellous setting for our Nation's capital.

The last two works include the mighty Murray River water control works, and Wallangarra Railway Station.

Today we are honouring the engineering of Wallangarra Railway Station - a symbol of

- the problems of a country having vastly different levels of economic development in various regions,
- the need for uniform railway gauges (and other engineering standards),
- the danger of engineers and politicians having short planning horizons,
- the benefits of preserving and reusing heritage works, and
- the work of Tom Knobel and Professor Ray Whitmore who initiated this dedication.

Today, on behalf of the Institution, I am proud to unveil this Historic Engineering Marker Plaque.

Dr Martin Cole, CPEng
National President

(447 words)

ATTACHMENT 6

THE SIGNIFICANCE OF THE SITE

Paper presented at the 11th National Conference on Engineering Heritage,
Canberra, 8 - 10 October 2001

A Junction with the Future: The Revitalising of Wallangarra Interchange Station
by

T. Knobel, G. Hallam and R.L. Whitmore AM

A Junction with the Future: The Revitalising of Wallangarra Interchange Railway Station

T. Knobel, MCurrSt, GradDipEdAdmin, BEd, DipT, CertElectEng, AffIEAust, FSEA, Assoc(Prof)IREE, Managing Director, Border Highlands Rail Company, G. Hallam, BA, MPHA (Qld), QR Heritage Projects Officer, and R.L. Whitmore, AM, BSc, PhD, DSc, Hon FIE Aust, MPHA, CP Eng, Consultant.



Figure 1: Wallangarra railway station circa 1910, showing both QR (Left), and NSWGR trains (Right). The Queensland-New South Wales border bisects the platform between the two trains. [Courtesy BHRC].

One unfortunate result of Australia's pre-federation history is that the railway systems of the separate colonies adopted different rail gauges. Federation eliminated the need for customs clearance at each State border but the problem of different gauges remained and continues to hamper long distance rail transport. The NSW railway system is based on a gauge of 4ft 8½in (1435mm) while the Queensland system uses 3ft 6in (1067mm). In 1887 the two systems met on the border at Wallangarra/Jennings where an interchange station was built which continued in use long after a standard-gauge link had been established between the capital cities of the two States in 1930. The line to Wallangarra from NSW was closed in 1989 and is no longer serviceable. Regular Queensland passenger services to Wallangarra ceased in 1972 and regular freight services were discontinued to Wallangarra in 1976. Queensland Rail (QR) still operates a service "on demand" and the potential to capitalise on this for tourism has been recognised. The Stanthorpe Shire Council, QR and the Queensland Department of State Development resolved in 1999 to establish the complex as a heritage centre and tourist attraction, and the paper describes the progress that has been achieved.

1. INTRODUCTION

When Queensland separated from New South Wales in 1859 one of the first and most pressing tasks facing the government was the provision of efficient transport, particularly by spanning the colony with a network of railways. It opted for a gauge of 3ft 6in (1067mm) in contrast to New South Wales which had adopted 4ft 8½in (1435mm). The first Queensland line, running from Ipswich to Grandchester was opened in 1865 and by 1867 the line had been extended to Toowoomba.

Construction continued on the western line and by 1871 a branch line had also been constructed to Warwick which was continued further south to Stanthorpe after the discovery of rich deposits of alluvial tin.

Meanwhile the New South Wales government had found that the extension of its railway system into northern New England via the Clarence River was impracticable because of unfavourable terrain, making it apparent to the Queensland Parliament that an

extension of its Stanthorpe line across the border could draw on northern New England trade and might ultimately lead to a rail connection with Sydney. However, the Queensland Parliament preferred to locate any break of gauge at the border, not wishing to pay for a railway line in another colony and hoping that the New South Wales government could be persuaded to build the rest of the line. In 1884, therefore, the Parliament approved the extension of the Stanthorpe line to the border where constructing the interchange facilities led to the creation of adjacent townships, Jennings in New South Wales and Wallangarra in Queensland (Figure 2).



Figure 2: Wallangarra/Jennings on the Queensland/New South Wales border.

The New South Wales government initially rejected as too expensive the Queensland plans for a joint station at the border costing £28,000 and on 18 November 1886 the Queensland Commissioner for Railways decided on a smaller station wholly in Queensland at a cost of £6,000. The layout of the station and yard were designed to incorporate the eventual extension of the New South Wales standard gauge lines to the border.

2. CONSTRUCTION

Passenger Facilities

In 1885 the contract for extending the railway from Stanthorpe for 25 miles 19 chains (42 kilometres) to the border was let to the railway contractors George Bashford and Company for £140,885.8.2, the completion date being June 1887. Temporary buildings were erected at Wallangarra and the same contractors were awarded the contracts for building the passenger station, a station-master's residence and a goods shed, and moving the carriage and engine sheds from Stanthorpe to Wallangarra. The contracts were for £4,250 and are unusual in that it was not customary at that time for the same contractor to undertake both the construction of a railway line and its station buildings.

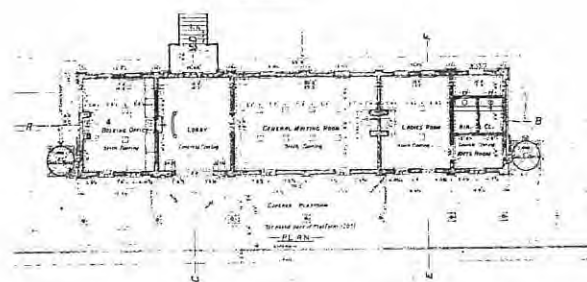


Figure 3: The floor plan of the building dated 1887 and showing the single platform on the Queensland side. [Courtesy RHC, L2399].

The station buildings stood on an island platform, with Queensland trains using the western side and New South Wales trains the eastern side. The border crossed the station towards the southern end of the platform. The main building, containing a booking office, general waiting room, lobby and ladies' room was constructed on a concrete floor with cavity-brick walls and a hipped roof sheeted in corrugated-iron (Figure 3). A separate building, timber framed and corrugated-iron clad was located further down the platform and served as a men's toilet and lamp room. The most unusual feature was the platform awnings which were bull-nosed and built to Queensland designs on the western side and a flat skillion section built to New South Wales designs on the eastern side (Figure 4). Detailed differences are included in the Appendix.

The Queensland name board called the station Wallangarra, while the New South Wales board used Wallangarra at first but later changed it to Jennings. Refreshment rooms were opened in 1889 but in 1892 drawings were prepared by Henrik Hansen for a new bar, dining room, refreshment room, female staff bedrooms and a kitchen.

The station-master doubled as the postmaster for Wallangarra, the first holder of the position being Mr Charles Freeman. The unusual arrangement continued until 1911 when the post office was moved into the town of Wallangarra. Until 1901 the station-master also acted as customs officer for goods being imported or exported across the border.

The main building was further extended early in the century and again in 1920 when a second dining room, servery and a new kitchen were added. With this extension the station building reached its current size. In 33 years it had increased in length from 27 metres to 85 metres but in 1927 it was damaged quite badly by fire. Essentially the masonry walls and the platform structures remained but the remainder of the building required reconstruction. The roof, ceiling linings and joinery were replaced throughout in a style contemporary with the period. The building displayed a high standard of workmanship particularly in the hoop pine roof framing which was hand-made with shaped king posts and webs, morticed and tenoned to

the top and bottom chords. Running on top of the trusses were hoop pine perlins notched into the top chords, a practice, which kept the roofline perfectly flat (Figure 5).

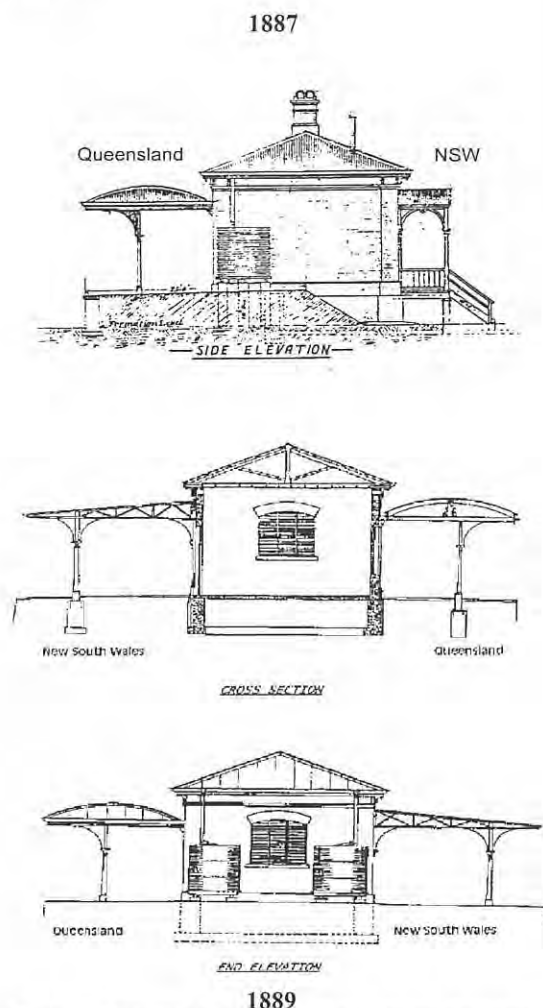


Figure 4: Sections Across the Main Station Building.

Goods Facilities

The Wallangarra station yard initially contained a 2 ton (tonne) crane, a turntable, and watering and coal facilities for Queensland locomotives. In 1888 the carriage shed that had formerly been located at Millhill station near Warwick was relocated to Wallangarra station yard and crew quarters provided for drivers and firemen. A separate stage was constructed for trans-shipping goods and cattle, and sheep yards were also added, but the general arrangements remained on the whole unchanged until the 1940s. Mechanical aids for assisting in the trans-shipment of goods were minimal. Besides the 2 ton crane there were platform scales having a capacity of a little over 1 ton (tonne) and most of the trans-shipments were carried out entirely by manual labour, the worst job being the bulk loading of trucks because most of the New South Wales trucks were of metal construction and much larger than the Queensland trucks which were generally constructed in

wood in a variety of sizes. Trans-shipping agents were necessary to smooth out the inevitable delays.

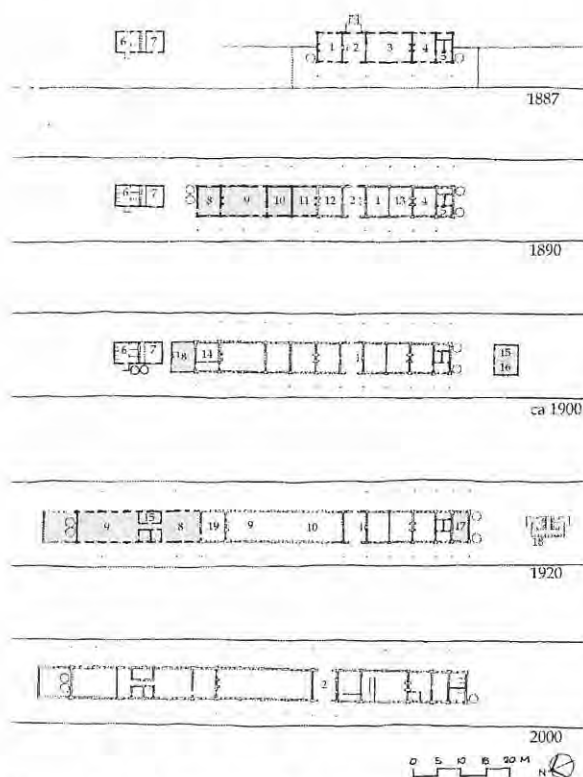


Figure 5: Plan of the Building showing the various Extensions. [Courtesy Allom Lovell Pty Ltd-Architects].

Legend:

1. Booking office	11. Gentlemen's waiting room
2. Lobby	12. Custom's office
3. General waiting room	13. Station-master's office
4. Ladies' waiting room	14. Girls' room
5. Female toilet	15. Store
6. Male toilet	16. Men's bedroom
7. Lamp room	17. Fruit store
8. Kitchen	18 Men's toilets
9. Dining room	19. Servery
10. Bar	

A 25 ton (tonne) wagon weighbridge was later installed together with a 10 ton (tonne) gantry crane. The turntable was replaced by a 40 foot (13m) model in 1896-7 and the facilities were enlarged in about 1920. The station yard was interlocked after the New South Wales pattern but there was a common fork line with three rails for turning locomotives.

3. OPERATION

Passenger Traffic

The opening of the intercolonial line saw the introduction of a regular train service between Sydney and Brisbane. In 1884 a travelling post office van was added to one of the daily trains which then became

known as the "Sydney Mail". The 26 Up (Sydney Mail) and 37 Down (return mail) were the premier passenger services of the era. They operated 5 days per week with only one service at the weekend. The post office van ran through from Brisbane as far as Stanthorpe and the mail train only stopped at the main stations, passengers for intermediate stations being set down and picked up by "The Sweeper". About 1894 the mail train timetable was accelerated and it then operated without much change until the introduction of the C16 type steam locomotives in 1907, when two hours was cut off the time of the Up trip and three hours off the Down, with only eight stops between Brisbane and Wallangarra. New coaches were built for the line in 1910 and they incorporated all the best features of international prestige trains, including parlour cars with revolving chairs from which travellers could view the countryside. A small buffet, manned by the conductor, was included for light refreshments, but this facility was withdrawn in 1930.



Figure 6: The Wallangarra-Brisbane mail train at Wallangarra, circa 1915, with a BB17 class locomotive. [Courtesy QR Graphic Services].

Until the late 1920's the Sydney Mail was the crack express train of the Queensland Railways and various special classes of steam locomotives were designed to haul the train to the border. They were designed in particular to enable fast running and to provide power on the main range climb to Toowoomba. Upgrading of the main southern line was undertaken from the turn of the century onwards to allow the larger locomotives and heavier trains to operate on the interstate expresses, including fast fruit trains for southern markets.

A study of the fluctuations in the passenger traffic through Wallangarra shows that it reflected the social, economic and meteorological conditions of the time. Initially, some 3,000 passengers were crossing the border annually through the interchange and this figure had doubled by the time of Federation. In 1918-9 there was a marked falling off due to the influenza epidemic that swept Australia but it was followed by a dramatic increase in both passenger and goods traffic during the maritime strike in 1919-20. The interstate traffic fell to

its lowest for over ten years in 1929-30 at the depth of the great depression.

An interval of at least half-an-hour elapsed between the arrival and departure times on the two sides of the border, allowing passengers time to enjoy a three-course meal in the dining room. Five minutes before departure time the guard walked along the platform ringing a large, brass hand bell. At its peak the refreshment rooms employed a staff of 20 but with the opening of the Kyogle line in 1930 the two Queensland trains per day were reduced to one and there was a dramatic fall in the number of meals served, from 36,941 in 1929-30 to 5,680 in 1931-2.

Goods Traffic

Confident expectations that Wallangarra would handle a large amount of goods traffic from the New England district were confounded before Federation by the existence of border duties. In 1891, New South Wales doubled its rail charges and Armidale fruit growers found it cheaper to send their produce to Brisbane by rail to Sydney and then shipping it by steamer, rather than railing it direct via Wallangarra. However, a local traffic developed in agricultural produce, most of it being in potatoes. In 1895-6, 520 tons (tonnes) of New South Wales potatoes passed through the interchange, rising to 1,365 tons (tonnes) in 1896-7.

Border customs were removed with Federation, and the interstate agricultural trade grew steadily over the following ten years. As early as 1905 the Chief Traffic Manager of the Queensland Railways, Mr Dunbar, tried to arrange a fast interstate fruit train, but a New South Wales requirement of a guarantee of at least 100 tons (tonnes) at £5 per ton (tonne) brought negotiations to a halt. Nevertheless, fruit trains were introduced on a weekly basis in January 1919 and the fruit traffic was facilitated after 1921 by the extension of the trans-shipping yards. On one weekend in 1923 trains were recorded as leaving from Wallangarra for the South with 386 tons (tonnes) of fruit and by 1925 six interstate fruit trains were running weekly during the season. The total annual traffic grew from 6,000 tons (tonnes) in 1919 to 39,953 tons (tonnes) in 1925-6.

4. WORLD WAR II

During the Second World War Wallangarra was an important trans-shipping and staging point on the railway line linking Werris Creek to Toowoomba via Armidale, Tamworth, and Glen Innes. More than 5,000 troops were stationed at Wallangarra, and it resulted in a peak period in rail traffic with almost 60 trains arriving daily at the interchange from Queensland and New South Wales. A series of large storage buildings was constructed in areas adjacent to the railway yard and equipped as a logistics depot for military use. Spur lines were laid within the military base to permit the dispersal of military trains should an air attack take place. Activity included unloading

supplies such as armoured vehicles at platforms specially constructed within the station yard. The loading and unloading of munitions was carried out at a location branching off the dual-gauge forked turning triangle.

During its busiest times at the end of the 1940s the site contained the following:

- On the platform were the main station building, containing offices, a refreshment room, a post office and a store room as well as closets, a horse dock, ambulance rooms, and separate employee refreshment rooms.
- On the Queensland part of the site to the west of the island platform was a goods office and quarters for casual workers, with a dining room, a frame tent and a library. To the north-west was an engine shed, a coal dump, a coal stage, a tool room, an assistant station-master's house, a ganger's house and trucking yards. On the eastern side were the station-master's house, a 25 ton rail weighbridge, a lamp room, and waitresses' quarters.
- On the southern part of the site in new South Wales was the goods yard. This contained offices for freight forwarding agents (occupied by private agents), two produce sheds, a grain shed, a shed for NSW carriages, a fumigator room, a coal dump, loading banks, petrol tanks, the New South Wales stock inspectors' quarters and drivers' quarters.

The total area of the interchange was 18.575ha, of which 11.3ha were in New South Wales. Figure 7 shows the layout of the interchange in 1943.

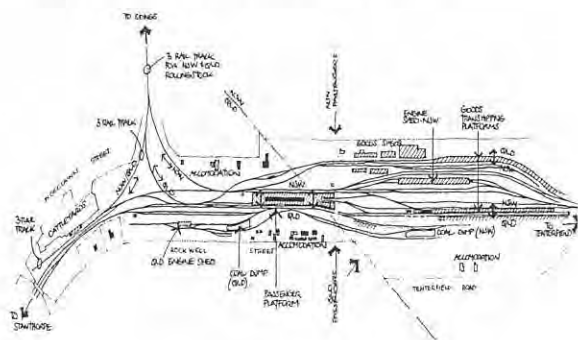


Figure 7: Above is the site in the 1940s when used as an active part of the war effort. [Courtesy Allom Lovell Pty Ltd- Architects].

5. DECLINE

The opening of the standard-gauge line from New South Wales to Brisbane via Kyogle in 1930 and, in the case of passengers, the beginnings of competition from airline services steadily cut into the use of Wallangarra. Road transport began eating into the goods traffic, and NSWGR cancelled the mixed trains

and the weekend passenger service. QR temporarily terminated the Sunday trains at Toowoomba until the service could be resumed with rail motors, in which form it continued until 1963. The mail train services were reduced first to four trains per week, then to three, and finally to two per week after an economy drive by NSWGR. The advent of more powerful locomotives resulted in further small reductions in running times and there were more improvements when diesel locomotives came into service. The 1965 timetable showed a twelve-minute reduction in the running time from Toowoomba to Wallangarra but, of course, all adjustments had to be made to fit in with the Southern timetables. There were also changes to the handling of fruit. Previously, wagons loaded with Queensland fruit for the South had been transhipped to NSWGR at Wallangarra, with the empties being used to rail Granite Belt fruit to the Brisbane markets. Instead, empty box wagons had to be sent to the Granite Belt to bring fruit into Brisbane.

In 1963 QR took delivery of 300 bogie wagons which could be used either on standard or narrow gauge tracks by lifting the wagon, rolling out the bogies, and replacing them with bogies of the other gauge. However, only one Queensland station (Clapham near Brisbane) was equipped to handle such changes because the small amount of traffic passing through Wallangarra by that time did not warrant the expense of making another installation there.

The refreshment rooms remained open until July 1973 and were operated initially by QR's Railway Refreshment Rooms. From 1959 until their final closure, however, they were privately leased except for a short period in 1969 when control reverted to the Railway Department.

There were brief periods after World War II when Wallangarra again came into its own for handling goods. In 1950, for example, the Macleay River bridge was damaged and all goods traffic was diverted via Wallangarra, and again in 1955 when the lines via both Wallangarra and Kyogle were cut, the Wallangarra line became trafficable some 2 weeks earlier than the Kyogle line. In 1966 wheat was exported via Wallangarra because of drought in New South Wales, 2,000 tons (tonnes) being despatched during the first week.

The last steam locomotive to work the Brisbane mail train from Wallangarra to Warwick was BB18½ No. 906 (Figure 8) after which diesel-electric locomotives were used until the service was finally discontinued in January 1972. This was due to lack of patronage and the closure by the Public Transport Commission of New South Wales of the service between Wallangarra and Tenterfield.



Figure 8: NSWGR 32 class steam locomotive, and QR BB18½ class engine at Wallangarra, mid 1960's. Both express locomotives had been relegated to freight duties by this time by the introduction of diesel-electric motive power. [Courtesy Eric Marggraf- RHC].

All traffic ceased on the New South Wales side in 1989 but regular scheduled goods trains continued to run through to Wallangarra on the Queensland side until 1991. The station staff was withdrawn after 1995 and the line to Stanthorpe was placed out of use in 1997 but remained open for unscheduled services only. Most of its buildings and facilities were demolished or removed. By 1998, the station-master's house had been sold off to a private owner and the island platform and main station building, the crew quarters and the inspectors' hut, stood in a sea of neglect. The occasional "heritage special" paid a visit on the Queensland side but the line to Tenterfield was no longer maintained, leaving the sleepers and bridges to the ravages of insect attack. The track beds and transshipping platforms did survive however, particularly on the Jennings side.

6. THE BORDER HIGHLANDS JUNCTION PROJECT

In 1998 the Stanthorpe Shire Council appointed Mr Tom Knobel as the new Economic Development Officer who recognised that the strategic location of Wallangarra railway station and rail precinct gave the shire an opportunity to present itself as the gateway to Queensland's premier wine tourism region. The council had had no experience in facilitating such a project and needed to be convinced that it was in the best interest of the shire. A major effort was required to obtain council approval for the project and to creating a non-profit company to facilitate it. However, at its meeting on 16 April 1998, it agreed to establish the Border Highlands Rail Company Pty Ltd (BHRC) as a wholly-owned subsidiary business and to appoint Mr Knobel as the managing director of the company. The company would oversee the project with assistance from the mayor, councillors, staff and members of the community. The establishment of this company has proved to be an effective method of conducting the business required to facilitate the undertaking of such a project.

BHRC, which was incorporated on 12 May 1998, was to investigate the feasibility of developing the Wallangarra railway station and its surrounds as a tourist destination and to conduct such work and negotiations as necessary to obtain agreements and approvals for the project. In July 1998 the Tenterfield Shire Council resolved to provide assistance to the company and the board was expanded to include a representative of that council. This co-operation was essential as the precinct, and indeed, the urban areas of Wallangarra and Jennings, straddle the Queensland/New South Wales border.

A development application for a material change of use of the site was approved by the Stanthorpe Shire Council on 29 March 2001, with the aims:

- To refurbish the existing building (railway station) for use as a heritage centre, a restaurant, a shop, wine storage and sales outlet, an office for railway station operations.
- To use the existing inspectors' hut for wine storage and sales, catering facility, shop, office and a tourist information area, with an external licensed area.
- To use the existing crew quarters building for caretaker's accommodation, accommodation for staff, a telecommunications facility, meeting and function rooms, education and training facility, offices, displays and storage.
- To use the area adjacent to the buildings for picnic tables, landscaping and a demonstration vineyard.

The development application also involved the Environmental Protection Agency in order to:

- Complete a conservation management plan for the railway station.
- Undertake an environmental assessment of the site, carry out remediation works and produce a site management plan.

Out of this initiative grew the Border Highlands Junction Development (a multi-faceted tourism project), which has as its focal point the remaining historically significant buildings at Wallangarra railway station.

7. A JUNCTION WITH THE FUTURE

The company's first approach was to QR for leases and licences over the station and adjacent land and to Rail Estate (the Property Group of NSW State Rail) for a tenancy lease over land located in Jennings for community purposes.

The buildings on the site had been unattended since 1996 and had received little, if any, maintenance since. Once the leases and licences had been issued, the company was able to protect the buildings from further damage by re-keying them, repairing all broken glass and installing protective night lighting. The re-keying

was the trigger for obtaining the commitment of the Queensland Department of State Development to the project and for the Department to be designated as the State co-ordinator if Commonwealth monies could be obtained.

On 5 February 1999, the Company received a Commonwealth Government regional assistance grant of \$95,000 to carry out an economic feasibility study to ascertain an end use for the station and surrounds and to prepare a scheme of works based upon a master plan for the site. The study found that a tourist-orientated facility established generally in accordance with the indicative concept plan would be economically viable and self-supporting.

The proposed facilities identified for the Queensland land adjacent to the station are:

- Fully functional railway station, including refreshment room, heritage centre and shop.
- Wine outlet and cellar.
- Tourist shops and offices.
- Small scale agri-businesses.
- Quality public rest stop facilities.

The indicative proposed facilities on the New South Wales land includes:

- Interpretation and education centre.
- Motel and other tourist accommodation.
- Horticultural displays and growing area, along with larger scale agri-businesses.
- Tourist entertainment activities.

The commercial facilities, including the scale and number facilities, are subject to:

- Market demand, staging requirements, developer/investment requirements and tenancy mix.
- Obtaining necessary approvals.

The study proposed that a partnership should be formed between all levels of government to rejuvenate the station buildings before seeking the private sector's involvement in the commercial component of the Border Highlands Junction Development on land adjacent to the railway station. This regional project with a fully funded public sector component represented an ideal investment and business opportunity for:

- An established private sector developer with experience in tourism development.
- An established private sector operator in the field of tourism and retail shopping with the ability to expand upon a growing tourism market.

Following the economic feasibility study, commitments have been made by the Queensland State

Government (\$480,000), the Commonwealth Government through its Regional Solutions program (\$330,000) and the Stanthorpe Shire Council (\$466,000) to refurbish and fit out the Wallangarra railway station. In addition, a further \$476,000 has been committed by other State agencies, including QR (\$250,000), the Department of Employment, Training and Industrial Relations, Community Jobs Plan (\$176,000) for restoration work of the railway station. In addition, Centenary of Federation, Queensland provided \$100,000 for the establishment of a Heritage Centre within the station. Already the initiation of the project has played an integral part in the upgrading of the New England Highway at Wallangarra, the repair of a railway over-bridge to the north of the station, and the erection on the border of a 40m x 6m "Welcome to Queensland" billboard depicting Wallangarra as the gateway to Queensland.

The heritage values of the border rail precinct and the Wallangarra railway station have been recognised by its inclusion in the Queensland Heritage Register, and the award of a Historic Engineering Marker by the Institution of Engineers, Australia.



Figure 9: Refurbished Railway Station, September 2001. [Courtesy BHRC].

8. PROGRESS ACHIEVED

Emergency conservation work was completed in December 2000 on the inspectors' hut, crew quarters and weighbridge as part of a State Funded Community Jobs Program. The main station building has undergone several renovations, extensions and alterations during its life and the high degree of skilled workmanship employed has made it almost impossible to find break points or ascertain exactly what alterations took place, when, and to what effect. However, some of the later alterations are obvious and in some areas deter from the overall charm of the building. These will be removed or replaced under the supervision of a heritage architect. The building has been stripped of its fittings and the most pressing issue requiring immediate attention is the rising damp, which is evident in all the walls. Preliminary work has arrested this problem. It would be cost prohibitive to restore the building to its original state but its heritage

status will be preserved.

Restoration, fit-out and extension works on the Wallangarra railway station and platform, along with the provision of external works, commenced in May 2001 and are to be completed by September 2001. All of the work is being done to facilitate the operational and cultural heritage requirements of conserving the railway station, and the funding and the planning and development conditions of the local, state and commonwealth governments.

Expressions of interest are currently being sought from the private sector to develop its component of the project. The process provides an opportunity for the market to respond to the company's requirements. The BHRC and the Queensland Government reserve the right to implement the transaction in whatever way maximises commercial benefit of the total project for the region while maintaining the cultural heritage values of the site.

The railway line from Toowoomba to Wallangarra is fully operational and QR has carried out partial re-sleepering (at a cost of \$1.8 million) between Warwick and Wallangarra. The work commenced in April 2001 in order that the Centenary of Federation Steam Train can take part in the Stanthorpe Shire's Centenary of Federation celebrations on the border from 20 to 23 October 2001 during which the Historic Engineering Marker will be presented to the project.

The long-term plan is to present the place as a major border destination. The changing of trains and the trans-shipment of goods is an element of the story about the railways and stations of Australia and their role in the creation of the Commonwealth of Australia.

9. SUMMARY

The entry in the Queensland Heritage Register [File no: 601242] notes the significance of the place as being that the:

Wallangarra railway station and complex are important in demonstrating the pattern of transportation and communications in Queensland's history. In particular it demonstrates the pre-eminence of rail transport in the nineteenth and early twentieth century in Australia. The station building and yardwork was the response to the meeting between two separate colonial railway systems at a border using separate railway gauges. They demonstrate the inter-colonial rivalry with regard to railway gauges. It is a rare complex of its type. The station building and station-master's residence are uncommon in Queensland as being constructed of masonry which demonstrates the NSWGR influence.

The significance of the place, its unique location, and the opportunity to create a break of journey experience,

will help to conserve the story of the place in the cultural heritage environment in Queensland.

To this end, the Border Highlands Junction Development will comprise two significant and appealing components:

- i. A preserved and restored part of Australian heritage, namely the historic break-of-gauge Wallangarra railway station (Figure 9) as an operational station on the border between Queensland and New South Wales, which encapsulates on of Australia's Federation icons.
- ii. The establishment of a supportive tourism commercial operation, which embraces the heritage of the Wallangarra railway station, its historic beginnings and the role it played in the prosperity of both States, as well as promoting and exploiting the fact that the development itself, in time, will be located in both States and bridge the border.

The role of the BHRC will be to conserve the heritage of the place and to promote it as the "Gateway to Queensland".

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APPENDIX

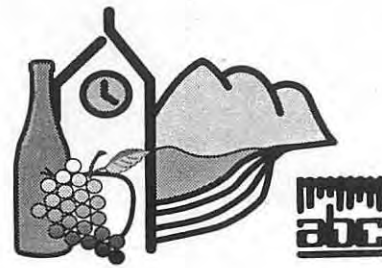
Style Differences on the Main Station Building		
Items	Qld	NSW
Rail gauge	3ft 6 in (1,067mm)	4ft 8 1/2 in (1,435mm)
Platform width	4.67m	5.87m
Platform height	0.85m	1.00m
Platform roof structure	Bull nosed	Flat skillion
Brick edging	Rounded	Square

Additionally, there are detailed differences in the column posts, the lacework on the posts, the gutters, the downpipes, the doors and the paint colours.

ATTACHMENT 7

PRESS ARTICLE

The Stanthorpe Border Post
(October 25 2001)



THE STANTHORPE Border Post

THURSDAY, OCTOBER 25, 2001

Registered by Australia Post - Publication No. QAC0388

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Telephone (07) 4681 1002 or (07) 4681 1222 - Fax (07) 4681 3156

Simply spectacular

Interstate rivalries were set aside as dignitaries from Queensland and New South Wales gathered at Wallangarra Railway Station on Tuesday to celebrate the centenary of Australia's federation.

The Queensland Premier, Peter Beattie, shared the platform with the New South Wales Minister for Transport and Roads, Carl Scully, representing the New South Wales Premier, and a long list of official guests including the Chief Justice of Queensland, Paul de Jersey, the mayors of both Stanthorpe and Tenterfield and federal ministers.

Dignitaries travelled to Wallangarra on the Federation Steam Train in a re-enactment of Sir Henry Parkes' train journey to Wallangarra in 1889.

The official ceremony began with a march past of the tri-service Australia's Federation Guard, accompanied by Queensland Mounted Police and the Queensland Pipe Band.

Sir Henry Parkes, local poet Jack Drake, called for a uniform rail gauge between the colonies - an argument for federation supported by the break-of-gauge at Wallangarra Railway Station - before crossing the platform to resume his journey to Tenterfield.

Stanthorpe Mayor, Adrian Finlay, said that as a permanent reminder of the differences between states, the newly restored Wallangarra Railway Station was an important federation icon and a place of national significance.

Cr Finlay said the restoration of Wallangarra Railway Station and surrounds, including both Wallangarra and Jennings, was the result of co-operation with New South Wales and Federal Governments.

He called on the State Governments of Queensland and New South Wales to consider establishing a welcome centre straddling the border, to welcome visitors and showcase the highlights of both states.

Ceremonial events on Tuesday included the unveiling of an historic survey marker where the state border crosses the railway platform and sealing of a time capsule. The National President of the Institution of Engineers Australia Dr Martin Cole,

unveiled a plaque recognising the Wallangarra Railway Station as one of ten significant engineering works relating to federation.

A combined choir of students from Wallangarra, Jennings, Ballandean and Stanthorpe Schools performed "The Wallangarra Song".

At noon, as members of Australia's Federation Guard raised the Australian, Queensland and New South Wales flags and the last notes of the National Anthem were sounded, a low-flying F1-11 roared directly over the station, bringing the 1000-strong crowd to their feet.

Chief Justice de Jersey described Stanthorpe Shire's centenary event as "brilliant in every respect" and "nothing short of spectacular as a record of regional pride and achievement".

Chief Justice de Jersey recalled that people such as Prime Minister Billy Hughes, the Duke and Duchess of York (later George VI and the present Queen Mother) and the Prince of Wales (later Edward VIII) had travelled through Wallangarra Railway Station.

"Wallangarra Railway Station was in many instances the first place at which visitors were welcomed into Queensland and the point at which they were farewelled," he said.

"As the point of entry to Queensland it could be termed 'The Gates to Paradise'.

"Thanks to the Centenary of Federation, we can all now appreciate the historical break-of-gauge Wallangarra Railway Station as such an important part of Queensland's heritage and still a fully operational station."

Blessing the station, the Archbishop of Brisbane, the Most Reverend John Bathersby, recalled memories of his childhood home near the railway station in Stanthorpe and later travels to and from school on the train.

He recalled seeing Police Sergeant Barney Reilly chasing swaggies along the line, fettlers pumping home after a day's work and lonely soldiers on the way to war throwing requests for pen pals from the train.

"This railway line has been part of my life as few other facilities have," he said.



Hands across the border: the Premier of Queensland, Peter Beattie, and the Mayor of Stanthorpe Shire, Adrian Finlay, with the Mayor of Tenterfield Shire, Lucy Sullivan and the New South Wales Minister for Transport and Roads, Carl Scully, unveil the historic survey marker on the state border at Wallangarra Railway Station on Tuesday. The marker was installed as part of the Border Survey Centenary of Federation Project.



'it stop: Former train guards Frank Hodgson, left, and Ernie Smith pick their way along the tracks at Wallangarra station

Picture: Patrick Hamilton

How Parkes gauged Federation's import

LOCAL legend has it that Henry Parkes was as drunk as a skunk when he arrived in the tiny Queensland border town of Wallangarra in 1889.

Parkes was on his way from Brisbane to the northern NSW town of Tenterfield, where he made a speech that went down in history as a milestone in the campaign for Federation.

Residents of Wallangarra, 200km southwest of Brisbane, still reckon that Parkes was decidedly unsteady on his feet when he stepped on to the platform of their railway station the day before he made the Tenterfield speech.

Yesterday, exactly 112 years

Drunkenly changing trains at Wallangarra may have steeled the father of Federation's resolve, reports **Kevin Meade**

after the event, Queensland Premier Peter Beattie travelled on a steam train to Wallangarra to watch a re-enactment of Parkes's arrival in the town as part of the state's Centenary of Federation celebrations.

But the actor playing Parkes was not required to portray the Federation hero as a shambling drunk.

"Parkes was known to be partial to champagne and the local myth is that he was plastered when he stepped from

the train, but unfortunately, I haven't been able to prove it," Queensland Rail historian Greg Hallam said.

"There are no local newspaper records of the event because they were destroyed in a fire."

Centenary of Federation chairman Ross Fitzgerald believes Wallangarra station, which is now unattended but has been restored with a \$100,000 heritage grant from the Queensland Government, was a catalyst for Parkes to

make his impassioned plea at Tenterfield for the colonies to unite and form a nation.

Professor Fitzgerald said Parkes, a tireless campaigner for a uniform rail gauge throughout the Australian colonies, would have been peeved by the fact that he had to change trains at Wallangarra from the 3ft 6in (1067mm) Queensland line to the 4ft 8 1/2in (1435mm) NSW system.

"Wallangarra station, which is where the two gauges meet

and even has different architecture on its Queensland and NSW platforms, is a monument to the differences between the states," he said.

One man who benefited from the different gauges was Wallangarra resident Ernie Smith, 82, a retired train guard.

"Before I worked for the railways, I was what they used to call a lumper," Mr Smith said.

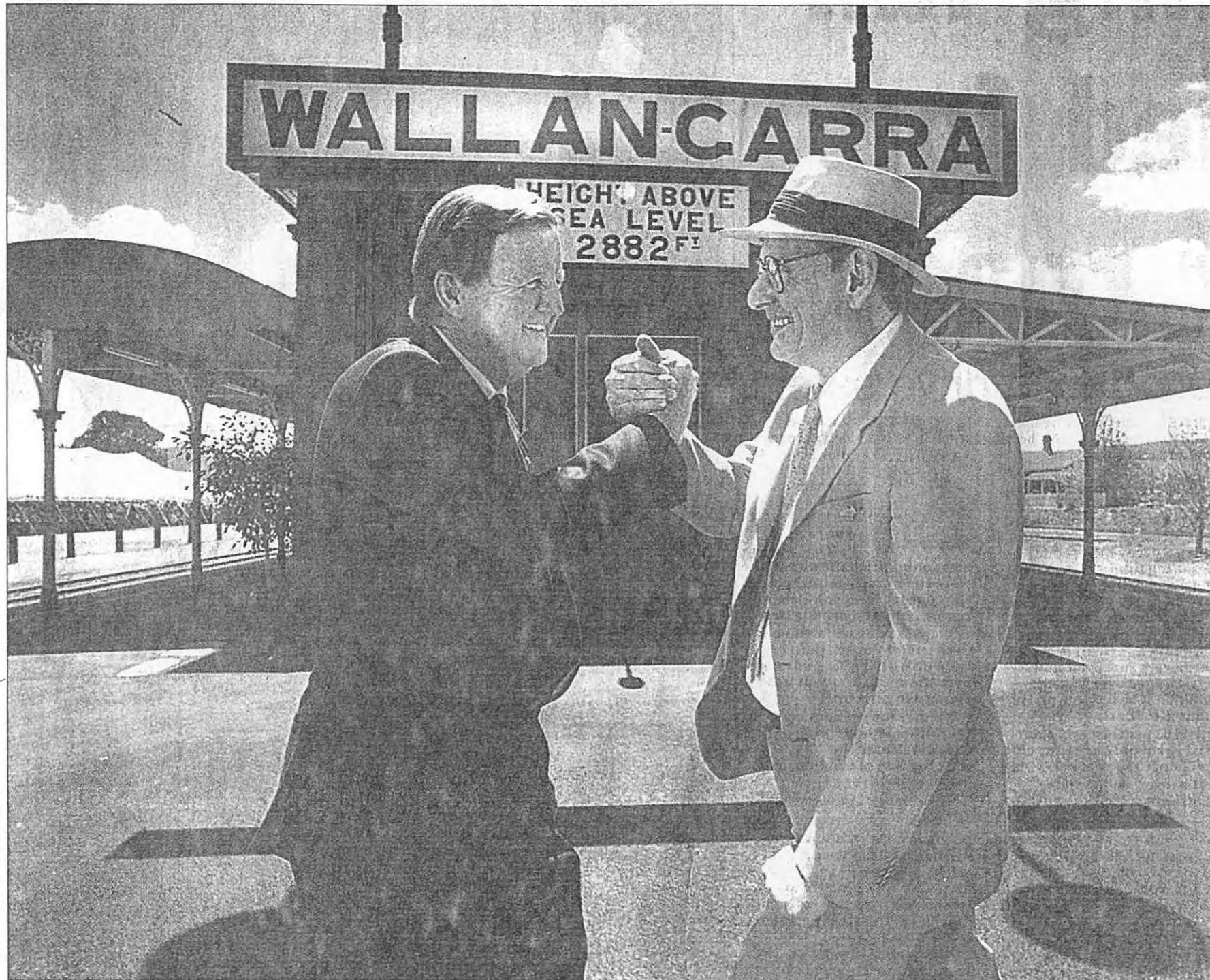
"I started in 1938, lumping corn, maize, potatoes and Wagga chaff between the NSW trains and the Queensland trains for two bob an hour."

ATTACHMENT 9

PRESS ARTICLE

The Courier Mail (Brisbane)
24 October 2001

Border still great divide for rival states



CENTENARY of Federation Council chairman Barrie Unsworth of NSW and Queensland's Professor Ross Fitzgerald face off yesterday. Picture: David Martinelli

Madonna Cameron

A CENTURY after Federation, the cultural divide between Queensland and NSW looms as large as the State of Origin.

And nowhere was it more apparent than at a re-enactment yesterday of Sir Henry Parkes famous train journey to Wallangarra Railway Station when

Australia's founding father was left stranded with nowhere to go.

A Queensland Sir Henry, played by Australian bush poet of the year Jack Drake, from Stanthorpe, made a dramatic entrance on board the Centenary of Queensland Federation train.

Looking resplendent with chest-length hair and beard he has been growing for a

year, Drake delivered a striking rendition of Parkes's hopes for a federation to more than 1000 onlookers.

He then made his famous crossing to the wide-gauge NSW tracks, but with no train to board he made a departure on a QR fire truck.

The NSW Sir Henry is saving his entrance for the 112-year anniversary of Sir Henry Parkes federation

oration in Tenterfield today.

But just as a Goondiwindi rugby match was the stage for interstate rivalries in 1901, Wallangarra yesterday staged the question of which border town boasted the best Sir Henry.

Even the border railway station had a role to play — the Queensland side having a bull-nosed roof while the NSW side has a skillion roof.

But there was no question for the men on tractors, people in pyjamas, school students and vineyard workers that came from miles around to wave on the Walkers Engine as it steamed down the now-disused railway line yesterday.

The Centenary of Federation Queensland celebration is a project that will have lasting value for the community.